

# United States Department of the Interior

BUREAU OF LAND MANAGEMENT  
MEDFORD DISTRICT OFFICE  
3040 BIDDLE ROAD  
MEDFORD, OREGON 97504

## DECISION RECORD/RATIONALE/FONSI

### *Mungers Creek Road Chip Seal and Swamp Creek Road Reconstruction Project* (EA # OR110-02-15)

#### **I. DECISION**

The decision is to implement Alternative 2 as presented in the Environmental Assessment (EA) and modified in the September 9, 2002 EA addendum for this project. The decision is to chip seal the Mungers Creek Road from its junction with road 39-5-6 to the bridge across the left fork of Mungers Creek (approximately 2.2 miles) and to reconstruct the Swamp Creek Road as described. All project design features included in the EA will also be implemented.

In addition, the following will be implemented to address potential safety issues: a) a sign will be placed at the beginning of the road to indicate that the road system is dead end; b) the road will be signed with a speed limit of 15 MPH, and c) a sign will be placed alerting drivers that the road is narrow and there is the potential of pedestrians / children being on the roadway. All signs will be located within the existing road prism / disturbed area.

The chip seal surface will be narrowed where it passes the driveway to 4495 Mungers Creek Road to provide a turnout that will accommodate the resident's need to load / off-load heavy equipment onto their driveway.

#### **II. DECISION RATIONALE**

Implementing the proposed chip sealing of the Mungers Creek Road will reduce sedimentation into Mungers Creek as well as reducing road maintenance costs. While this road was initially designed and constructed to support forest management activities including logging, its current primary use for access to rural residential properties and some use for forest management activities on both public and private land in the watershed. The Swamp Creek Road work will also serve to reduce sedimentation into Mungers Creek, an anadromous fisheries stream.

The proposal and EA was made available for a formal 15 day public review period in July 2002. Nine letters were received with comments, all from Mungers Creek residents. The majority supported the proposed action and those letters expressing opposition spoke of the potential increased traffic and vehicle speeds that might result and the consequent safety issues. The addition of signs noted above were suggested by the commentors. The construction of speed bumps on the road was also requested by some residents. These will not, however, be

constructed as safety concerns should be adequately addressed by the signing outlined above in the Decision (paragraph 2).

### **III. PLAN CONSISTENCY AND FINDING OF NO SIGNIFICANT IMPACT**

#### **A. Plan Consistency**

This decision is consistent with the Medford District Resource Management Plan (RMP) and its goal of minimizing sediment delivery to streams from roads. It is also consistent with the Record of Decision and Standards and Guidelines on Management of Habitat for Late-Successional and Old-Growth Forest Related Species Within the Range of the Northern Spotted Owl and, the Record of Decision and Standards and Guidelines for Amendments to the Survey and Manage, Protection Buffer, and other Mitigation Measures Standards and Guidelines (January 2001). This decision is also consistent with the Endangered Species Act, The Native American Religious Freedom Act and cultural resource management laws and regulations.

This decision will not have any adverse impacts to energy development, production, supply and/or distribution (per Executive Order 13212).

This decision and project will further BLM's strategic goal 2.2 (Restore at-risk resources and maintain functioning systems) by reducing and preventing sediment movement from the roadway to the streams.

#### **B. Finding of No Significant Impact**

On the basis of the information contained in the environmental assessment and a consideration of the comments received from the public regarding this project, it is my determination that the decision stated above will not result in significant impacts to the quality of the human environment beyond the range of impacts and effects addressed by the Medford District Resource Management Plan, the Northwest Forest Plan, their EIS documents and their respective Records of Decision. Thus, this decision and project does not constitute a major federal action having a significant effect on the human environment and an environmental impact statement (EIS) (or supplement to the existing EISs) is not necessary and will not be prepared.

This conclusion is based on my consideration of the CEQ's criteria for significance (40 CFR §1508.27), both with regard to the context and to the intensity of the impacts described in the EA and based on my understanding of the project. As noted above, the analysis of effects has been completed within the context of the Medford District's Resource Management Plan and it is consistent with that plan and the scope of effects anticipated from that plan. The analysis of effects has also occurred in the context of multiple spatial and temporal scales as appropriate for different types of impacts.

I have considered the intensity of the impacts anticipated from this decision relative to each of the ten areas suggested by the CEQ. With regard to each:

*1) Impacts can be both beneficial and adverse and a significant effect may exist regardless of the*

*perceived balance of effects.* The assessment has considered both beneficial and adverse impacts. None of the individual or cumulative effects have been identified as being significant and outside of the scope of the EISs to which the project's EA is tiered.

2) *The degree of the impact on public health or safety.* No aspects of the project have been identified as having the potential to significantly and adversely impact public health or safety. The safety concerns stemming from a potential traffic increase will be mitigated by the warning signs posted per the suggestion and request of the residents along the road. The reduction of dust resulting from chipsealing will improve both health and safety for road users.

3) *Unique characteristics of the geographic area.* No unique characteristics have been identified that would potentially be impacted.

4) *The degree to which the effects on the quality of the human environment are likely to be highly controversial effects.* No high level of controversy about the effects have been identified.

5) *The degree to which the possible effects on the human environment are likely to be highly uncertain or involve unique or unknown risks.* The analysis does not show that this action would involve any unique or unknown risks

6) *The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.* The action and the decision will not set any precedents for future actions with significant effects. Road work and chip sealing are common and widespread management activities.

7) *Whether the action is related to other actions with individually insignificant but cumulatively significant impacts.* No significant cumulative impacts have been identified.

8) *The degree to which the action may adversely affect National Historic Register listed or eligible to be listed sites or may cause loss or destruction of significant scientific, cultural or historical resources.* There are no listed National Historic Register sites or sites known to be eligible in the project area. Work is limited to an existing road prism and no cultural sites exist.

9) *The degree to which the action may adversely affect ESA listed species or critical habitat.* No adverse effects to ESA listed species or critical habitat have been identified.

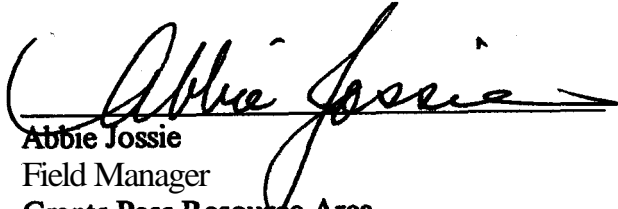
10) *Whether the action threatens a violation of environmental protection law or requirements.* There is no indication that this decision will result in actions that will threaten a violation of environmental protection laws or requirements.

#### **IV. ADMINISTRATIVE REMEDIES**

This decision is a forest management decision. In accordance with the BLM Forest Management Regulation 43 CFR § 5003.2 (a&c), the effective date of this decision will be the date of publication of the Notice of Decision and FONSI in The Grants Pass Daily Courier. Publication

of this notice establishes the date initiating the protest period provided for in accordance with 43 CFR§ 5003.3. While similar notices may be published in other newspapers, the date of publication in the Grants Pass Daily Courier will prevail as the effective date of this decision.

Any contest of this decision should state specifically which portion or element of the decision is being protested and cite the applicable CFR regulations.

  
Abbie Jossie  
Field Manager  
Grants Pass Resource Area

9-12-02  
Date